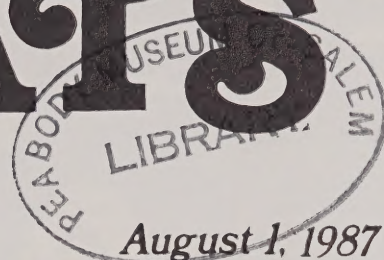




# **messing about in BOATS**

*Twice a Month!*

*Volume 5 ~ Number 6*







## messing about in BOATS

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TION OF YOUR SUBSCRIPTION  
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## Our Next Issue...

Will have quite a bit about  
what's happening at the old  
Charlestown Navy Yard in Boston,  
featuring the annual July 4th turn-  
around cruise of the oldest tradi-  
tional wooden boat afloat, the  
U.S.S. CONSTITUTION; an antique  
and classic boat meet; wooden boat-  
builders at work; rowing and sail-  
ing club activities; model ship-  
builders at work; the Constitution  
Museum; Historic Boston Seaport  
plans; etc. Any space remaining  
will have things like how to build  
a sheet metal rowing shell, and a  
planned outing in an interesting  
outboard runabout, Bob Whittier's  
Seamaster.

## On the Cover...

Action there was in the Ship  
Channel Sprint rowing race on July  
1st down Boston Harbor's old 8 mile  
ship channel. On the cover, two  
traditional boats contend for the  
lead early on. Lots more inside.

# Commentary

**BOB  
HICKS**

At the conclusion of the Ship  
Channel Sprint on July 1st down at  
Windmill Point in Hull, organizer  
Ed McCabe jumped up on an old  
sloop setting on the ways of the  
old Coast Guard boathouse, now the  
Hull Lifesaving Museum's boat-  
building skills shop. He read off  
the names of the winners, but  
handed out no trophies. I'm not  
sure whether they did not exist, or  
were not yet in hand, or what.  
Then, almost as an afterthought,  
Ed asked that anyone who had taken  
part and had not signed up and  
said the small entry fee back at the  
start in Charlestown please do so  
before leaving Hull. "So we don't  
lose any more money than we have  
to," he explained.

Sounds sort of unorganized,  
doesn't it? It was, and always is.  
Ed McCabe is so busy making yet  
another rowing event happen that  
he never does get all that admini-  
strative stuff organized. I sort of  
like the way Ed runs his events.  
Easy going, and no strict regula-  
tions. He'll create a class on the  
spot if someone turns up who fits  
nowhere else. If someone questions  
the "official" results, he'll dig in-  
to the scattering of papers that us-  
ually comprise them to see what  
went awry, if anything.

Ed's sister was helping out  
again. "Several years ago, I made  
the mistake of volunteering to run  
the finish line for Ed at one of his  
races," she told us. "So today (a  
Wednesday) I had to cancel several  
afternoon appointments at work to  
come down from Lawrence to do it  
again," she went on. George White  
lugged me along on his 21' Novi  
lobsterboat, patrolling the course  
as "point boat", up with the lead-  
er. "Ed knew I had Wednesdays off,  
and so..." he shrugged. Other vol-  
unteers carried out tasks often  
never clearly defined by Ed. They  
had to know.

So do you, if you decide to  
enter one of Ed's events. You have  
to know things. Like keep close to  
Ed to be around when the skipper's  
meeting is held. It could be any-  
time. The start likewise, yes it's  
always scheduled but that sched-  
ule's not always met. The little fly-  
er, if you got one, usually tells  
you the basics, where the course  
is, the start, finish, what time,  
etc. You don't have to join any-  
thing to race. Signing up is on a  
sheet of yellow legal pad, if you  
get to do so before the race starts.  
Yes, part of competing in a McCabe  
event involves sleuthing out the  
necessary details.

Ed McCabe has done a lot for  
rowing. He brings us the Snow Row  
in February, of all times! He puts  
on this Ship Channel Sprint right  
down Boston's busy inner harbor.

He organizes the Row Around Hull  
in August. He's inspired a lot of  
Hull high schoolers (and many ad-  
ults, too) to take up rowing, first  
with a couple of old bateau's bor-  
rowed from the Boston Park Depart-  
ment, now in the 38' LIBERTE' or  
EGALITE' also. He's inspired sev-  
eral greater Boston schools to de-  
velop rowing and boatbuilding pro-  
grams. He got employees of the Na-  
tional Park Service at the Charles-  
town Navy Yard interested in row-  
ing enough to form their own club.

Ed's biggest effort was the At-  
lantic Challenge in 1986 which end-  
ed up bringing a bunch of oarsper-  
sons, youth, women and men, to  
New York for the Statue of Liberty  
weekend and a match rowing race  
with a French team that came over.  
The Atlantic Challenge got pretty  
well submerged in that weekend of  
major media events, but it hap-  
pened. There were a lot of prob-  
lems too, some still rankling, ap-  
parently.

Recently I attended a meeting  
of people involved with that affair.  
The first business was to iron out  
all the lingering unhappiness from  
1986, for it had been a confused  
affair with different views held by  
different participants as to how it  
would be run. I didn't go to that  
part of the meeting. It's bygones.  
The second part of the meeting was  
to act on plans for going to Brittan-  
y in France in the summer of 1988  
with a bunch of our U.S. oarsper-  
sons to participate in a return  
match as part of a major maritime  
celebration over there.

Here was Ed McCabe again,  
admitting to things not being all  
they might have been in the past,  
but playing his Pied Piper role  
once again, the vision of several  
Boston area high school crews fly-  
ing to France for the rowing event  
of their lives blocking out all pet-  
tifogging administrative details.  
Spokesmen for several of the in-  
volved schools were there, and the  
general consensus was that every  
effort to fly over crews (and maybe  
even boats too) would be made. The  
more practical amongst these people  
mentioned things like funds need-  
ed, arrangements to be made,  
choosing who would go. Ed nodded  
and nodded, yes, yes, all those  
would be worked out. "But," he  
summarized his view, "I want to  
see us ALL go over next summer!"  
For him, that's the point.

That's what I like about Ed  
McCabe and what he's doing. He's  
making his dreams come true, and  
refusing to let "trivial" details get  
in the way. The people he's in-  
spired to take up rowing believe in  
him. He believes in what he's try-  
ing to do. And so he does it. "Ex-  
celsior", Ed, lead on!



## Small Craft Exhibit Opens

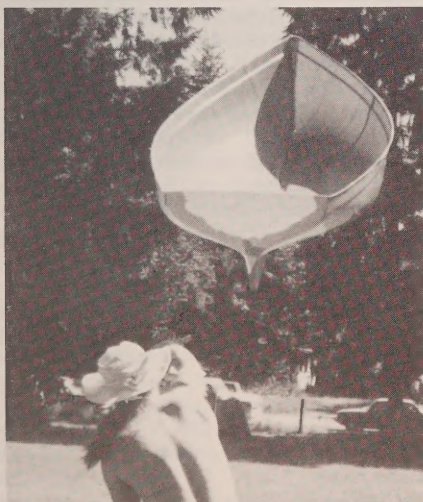
The Suffolk Marine Museum on the south shore of Long Island in Sayville, NY, opened a special small craft exhibit in April featuring several selected boats from the Museum's collection. The exhibit was organized and set up by Ralph Notaristefano, who has done some

of the restoration work also. A Gil Smith duckboat, St. Lawrence Skiff, and wood/canvas canoe are featured craft. For a brochure describing the Museum's collection, hours, etc., write to the Suffolk Marine Museum, P.O. Box 144, W. Sayville, NY 11796.



## "Throw, throw, throw your boat..."

The quest for lightness in small boats has arrived, in the Pacific northwest, at a new level of bizarreness wherein one now indulges in "dinghy tossing". The curious notion surfaced a year ago at the Cobble Hill, BC, Small Boat Showcase organized by the folks who run Wayland Marine of Cobblewood, the North American distributor for Wayfarer Dinghy kits. A guy named Henry Peters, of Industrial Formulators of Canada, manufacturer of Cold Cure Epoxy, started throwing his 22 pound ultralight composite-constructed dinghy during post-show shenanigans. After many tosses by several who joined in the unique activity, Harry succeeded in establishing the record distance of 30 feet.



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Well, MOONSHADOW is finally in Maine. We left Vandemere on April 22nd. It was good to get away after wintering over for 5 months on board in North Carolina. The first few days we sailed/powered in rather indifferent weather making our way to Coinjock, nearly on the NC/VA border. Here we tied up at a surprisingly inexpensive marina while the winds blew at near gale force from the northeast. As we sat below, listening to the marine radio, we heard a very sad tale unfolding.

Just to our south back the way we had just come lay Albemarle Sound, a wide, shallow, and in strong winds, treacherous body of water. According to the radio, several boats tried to cross in the bad weather we were having. One cabin cruiser with four aboard called the Coast Guard to report they had taken a wave over the bow which had smashed the forward windows and knocked one person unconscious. Soon after this, they came on again to report their engines had now stopped and the boat was sinking. The Coast Guard dispatched a helicopter which arrived on the scene just as the boat sank and those on board had boarded their liferaft. They were picked up and flown to a hospital with moderate to severe cases of hypothermia. But only three, for the unfortunate unconscious person had been left on board and went down with the boat!

This left us with a funny feeling. Could this happen to us? How would it feel to leave someone behind in such circumstances? Anyone who sails should consider such possibilities, but to dwell on them is pointless. You just hope you'll do you best should things go wrong. But it still depressed us for a while.

It was four days before this rather stubborn storm blew itself out and we could resume powering up the Intra-Coastal Waterway. Now it was all familiar territory from our trip south last November, but as it was springtime, everything was green and there was a lot of bird life. We met several boats cruising back to the 9 to 5 routine after a winter's leave from work spent in the Bahamas. We feel fortunate to have a few years in which to cruise before we have to do that.

The engine consumed quite a few gallons of diesel before we reached Norfolk on the Chesapeake. We now hoped to do some sailing and indeed had a pleasant few hours with the engine off enjoying a light breeze. Soon, though, this breeze dropped to zip. This would be the way for much of the rest of the trip. By the time we got to Maine, we had powered over 200 hours and sailed only 36. The trip south in November had been much better sailing.

## *We Gotta Get to Maine!*

is famous for these afternoon storms.. But better them than the tornados in North Carolina!

A series of uninspiring days of powering into lousy weather of various kinds brought us to Cape May, New Jersey. Here we touched bottom smack in the middle of the Cape May Canal (it's silting in) and it took almost two hours to find our way through shoals to our intended anchorage. Where we wanted to anchor there was 15' of water. Where we were there was seven feet. And everywhere in between was five feet. We draw five and a half feet! We rowed around in the dinghy sounding out the way in and finally managed to power through the last of the mud into deeper water.

We spent the longest week of our lives here waiting for a fair breeze for the trip across to Block Island at the entrance to Buzzards Bay. But the wind continued to blow right from where we wanted to go, northeast at 20 to 30 knots with lots of rain and fog. Good for the farmers, we supposed. Finally we got promise of southeasterly winds, which in our desperate straits, we considered good enough.

We powered out of the inlet into four foot swells left over from the days of steady northeast winds. The wind was light to non-existent but at least were away from Cape May. Not a place we'd ever want to visit on purpose! We'll spare the details on this next leg of the trip, but 58 hours later, mostly spent powering through thick fog into northeasterly winds, we dropped anchor at Block Island. It was a pleasant place, but quite noisy as it was beneath the approach path of aircraft at the surprisingly busy airport. On our Saturday arrival, over 100 yachts were in the harbor. But, on Sunday they all had to go home it seemed, and all morning boat after boat filed by out the inlet, an impressive parade.

A few days later we got a little breeze to blow us up Buzzards Bay and enjoyed a pleasant sail to Onset, Massachusetts. It was off-season still and we found it a very pleasant town. We were able to tie up to the town dock for very little money. A fellow in an 80' longliner was next to us, and he gave us a tour of his boat and an insight into fishing commercially for tuna and swordfish. He goes out to fish the edge of the Gulf Stream, staying out a month at a time, dragging forty miles of line with hooks six inches long baited with mackerel. The catch is stored in a refrigerated hold, but a lot goes back into the sea, lots of sharks, and bluefin tuna that bite the hooks even after he's caught his legal limit for the trip. How ridiculous, bring back your limit

The highlight of the Chesapeake was St. Michaels, where we met a former cruising couple. They lived in a beautiful home on a quiet creek just outside of town. A mooring out front was just for visiting boats. A separate entrance to the house led to bathroom and shower facilities for visiting cruisers, even with washer and dryer. We stayed a few days, restocking the boat, visiting the Maritime Museum and so on. We then moved on a short distance to another quiet creek off Wye Island. This was the nicest spot we saw on the Chesapeake and the only one not showing signs of development, present or pending. Still, we yearned for Maine.

Th Chesapeake treated us pretty well, except for one doozy of a thunderstorm. We happened to be on a mooring at the time so we didn't have to worry about the anchor dragging, but the squall was still impressive.., winds up to 50 mph with torrential rain. The Bay



of five tuna, but throw back fifteen dead ones because you can't keep them from biting the hooks!

In Onset, we again met one of the world's nicer people, just when we get to thinking it's a world full of preoccupied automatons. We asked the hardware store owner if he had a small bit of carpet for a doormat. Not at the store, but he had some at home we could have, brought it in the next day and gave it to us, refusing payment. Well, thinking to give him some business, and needing a small dustpan, we went back the next day for one. This he didn't have either, but in his car was one he did not need. This too he gave to us and there was no refusing him. Now we'll just have to stop there in the fall when we head south and BUY something from him!

A long motor sail brought us to our old homeport of Danvers, Massachusetts, on the north shore, and we spent several weeks catching up with friends in the greater Boston area. It seemed more crowded, noisier and more expensive than we remembered from last year, and after three weeks, our nerves were on edge and the pining for Maine grew intense. Not that we hadn't enjoyed visiting our old territory and seeing everyone, but it now was overwhelming to us.

So it was off to Maine at last, after a day in Gloucester enroute. We had a nice afternoon sail, but as the sun went down, so did the wind and in came the dense fog. This was all getting very familiar. So it was hello Mr. Engine for the next 16 hours. The Oracle (our loran navigation unit) put in a busy night and at dawn reported us approaching Boothbay harbor. We wound our way in amongst all the islands in dense fog, never seeing a thing until we dropped anchor in Round Pond. Electronic aids ARE wonderful at times.

It hadn't been much of a trip, but we were here in Maine and our spirits improved greatly. We rested a day, then set off under clear sunny skies with a delightful breeze for Penobscot Bay. Amazingly, after all those months of powering, we SAILED ALL DAY!. The spinnaker went up and stayed up for 9 hours as we surged along at 6 to 8 knots in the frsh southwesterly. We didn't take it down until we approached our anchorage among the islands of Merchants Row. It was as if Penobscot Bay had opened its arms to welcome us!

Ed Seling & Carolyn Pearson

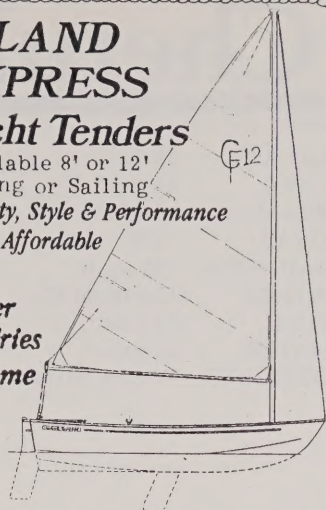
ED NOTE: Ed and Carolyn live aboard a 32' sloop and, after many years of preparation, are embarked on the cruising life. Their plans range from the Caribbean winters to Maine and the Maritimes summers with maybe a cruise to Europe some future summer..

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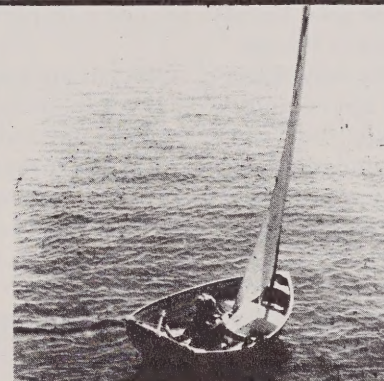


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**W**eston Farmer was born on November 16, 1903. When he died May 14, 1981, at the age of 77, he left a void in the world of boating that may never be filled.

He had the reputation of being an outspoken, no-nonsense kind of a man who preferred short phrases, abrupt telephone conversations, and direct language. Amateur boatbuilders, who loved and admired him, were always in awe of Farmer. He commanded a great deal of respect. Some boatbuilders even held a certain fear when writing or talking to Farmer about some problem or other regarding the hull construction of a Weston Farmer design.

Of course all this was created in the minds of people, because Westy was one of the kind people in the world. From my very first association with him, when I too was expecting to deal with a cantankerous old man, I saw that he was a soft-hearted, generous person. And generous with his mind, too. Always willing to help and share a bit of important knowledge as well as a good joke. And he could tell a good joke because he had a superb sense of humor.

My only regret is in not having had the opportunity to know him earlier in life. But I remember how towards the end of his life he was still planning things which had to be done, hoping he'd still have the time. He and I were working on an article on round hull plating which never got done. We talked about it during long telephone conversations which we made to each other across the country. His enthusiasm was boundless and constant. "I still have some things I want to do," he told me more than once.

One of the projects that was almost left unfinished was the design of CHERUB. It was an idea he had from the thirties, when Sam Rabl put out all those great little wooden cruiser designs which backyard boatbuilders loved. CHERUB was inspired by Rabl's BUDDY, the seventh version of his famous classic PICAROON.

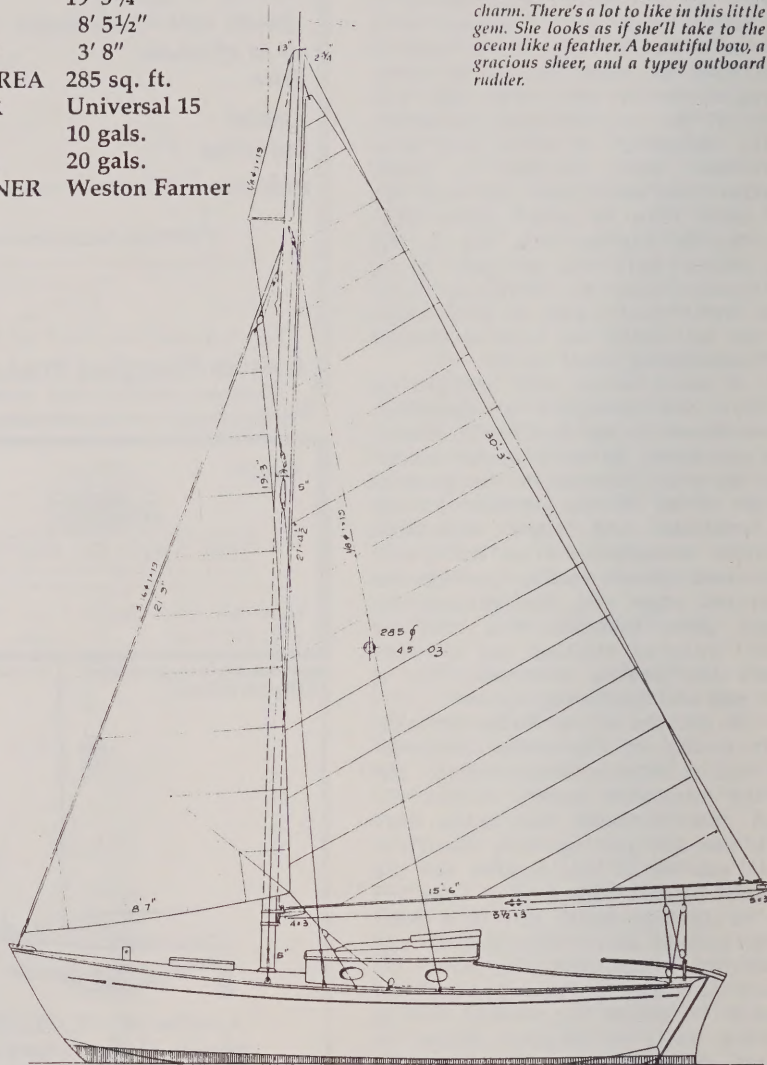
Westy wanted his little cruiser to be built in steel. He had been fortunate to see the great success of his steel ketch TAHITIANA. He worked on CHERUB over the years, made the calculations and preliminary drawings. Still, before completing his design he wanted to build the first hull, sail her, and see what changes might be needed.

# Cherub 23

by Bill Tapia

L.O.A.	23' 3 1/2"
L.W.L.	19' 3 3/4"
BEAM	8' 5 1/2"
DRAFT	3' 8"
SAIL AREA	285 sq. ft.
POWER	Universal 15
FUEL	10 gals.
WATER	20 gals.
DESIGNER	Weston Farmer

*The CHERUB 23. Character and charm. There's a lot to like in this little gem. She looks as if she'll take to the ocean like a feather. A beautiful bow, a gracious sheer, and a typey outboard rudder.*



A Florida yard was selected to assemble the first CHERUB hull. When the hull was completed, Westy and Bylo, his wife of many years, flew from Minnesota to Florida for the sea trials. The launching of the first CHERUB was delayed for many hours because many details were still needing completion. They waited in the 90-degree heat for the little hull to be finished. The more Westy examined his design, the more he disliked what the builder had done. Changes had been made in the structure of the hull which Farmer had not designed nor approved. Yet, the hull went into the water like a feather and the sea trial was successful.

CHERUB 23 is an excellent first steel hull project. But not necessarily just a temporary boat. She is designed to

sail the coastal oceans in safety and comfort. As the saying goes, "she will drink six, dine four, and sleep two." And that's a good thought behind the potential for CHERUB.

Look at the sail plan again. What a pretty little boat this is! A beautiful bow that springs from a gracious sheer that ties the profile together with the typey outboard rudder. The tiller pivots through a sheet horse which has to be there but which adds to her charm. And the cabin trunk is full of character. I can see her now, finished in my mind's eye, with bronze opening portholes and a teak sliding hatch.

The mast is stepped on the keel and the design calls for spruce. But I can see a lot of aluminum masts being used instead. However, as one reads



the bill of materials and sees "Mast - 70 linear feet of 3/4" X 5" sitka spruce, fir, or pine . . ." it is hard to resist the temptation to build your own mast. The materials for both mast and boom are straight forward and uncomplicated, and with reasonable care one could build his own mast, though I've never tried it myself.

You can fit her with bronze port-holes because the cabin trunk should be finished of wood to keep her light above. The side decks and foredeck are steel, of course. This idea is practical to build as well as functional. And it makes a water-tight joint of the hull and deck. I like the way the foredeck is drawn with its hatch and mooring bitt. An anchor may be carried on deck or on a pulpit, and a proper chain locker fitted in the forepeak.

Below, the access ladder is removable to let you get to the engine and to the partially concealed portable pott-  
tie. The galley is split to port and starb'd, but everything is there. Sink, ice chest, two-burner stove and built-in dish racks. By sliding the main hatch open, for full standing head-room, some easy cooking may be accomplished in good weather and the food passed out to the cockpit.

The cabin is completed by two large 6' 4" berths which should be very comfortable and offer good shelter.

Once back home, Westy discussed his design again with his lifelong friend Nelson Zimmer. Zimmer has told me how in his early struggling years as a naval architect he looked up to Weston Farmer, whose work was by then being recognized. When they met personally, their friendship was bound forever.

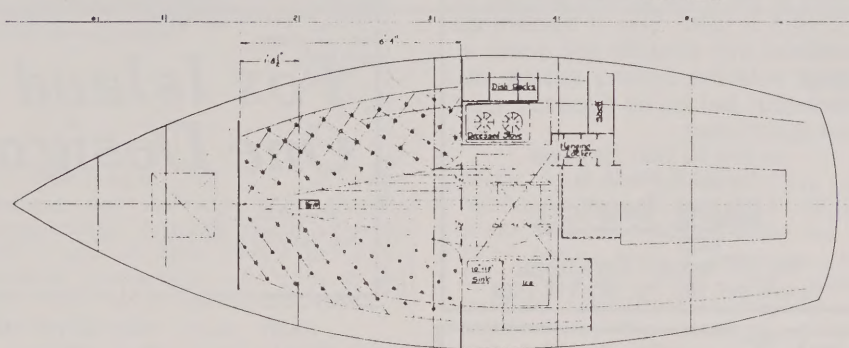
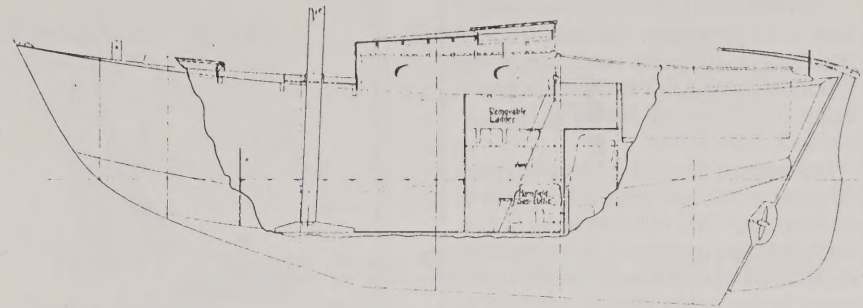
During the last years of his life, Weston Farmer fought a devastating heart ailment. In and out of the hospital, he was always optimistic. One day he called me and said: "I just got out of the hospital," and immediately plunged in about some details we had left unfinished in a conversation a few weeks before and regarding the content of a previous letter. That was in November of 1980.

With near fatal attacks as the one he had just suffered, congestive heart failure, pulmonary edema, many lesser men would have thrown in the winch handle. Westy just kept on going.

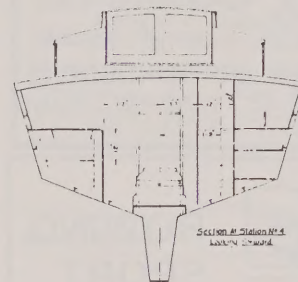
He also never lost his proper sense of values. Regarding a quote in *The*

*Starb'd profile of the CHERUB 23. Her underbody will please many, with her slightly cutaway forefoot, drag to her keel, and protected rudder.*

CHERUB  
DESIGNED BY  
WESTON FARMER



*The accommodations will keep you warm and dry on many a weekend cruise. The galley is split to port and starb'd, but everything is there.*

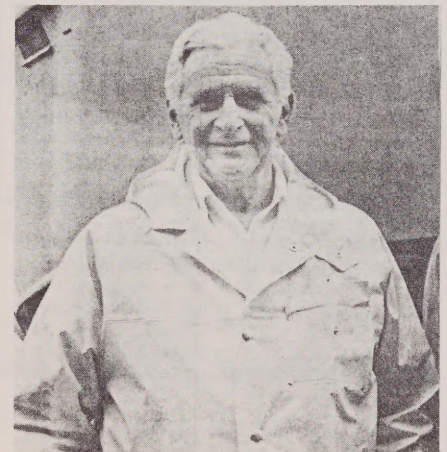


*Section of Station No. 4, looking forward. Not exactly the main section but close to it. Single chine, gentle V-bottom, simple construction. Easy to build.*

*Steel Yacht*, then published as a newsletter, he wrote me on April 9, 1981: "I was surprised to learn I was a famous yacht designer! Seems to me I have been in the pits, shoveling bull all my life. I do notice a great surge of name acceptance in the great amount of mail hitting here — far more than I can handle. Especially with having spent most of the winter in the hospital trying to stabilize my heart. I'd soft pedal the soft soap when you mention my name. I find it best to let the work demand respect. Please?"

And on March 4, 1981, while sending some material on TAHITIANA, he wrote: "Today I have to head back to the hospital. Don't know yet, but I am sending this stuff along as insurance against being decked in bed again. Try calling me when you get this — any evening. And (I) can answer if I'm home. Yours. Westy."

I spoke to him one more time. And then he was gone.

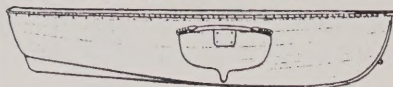


Weston Farmer, "I was surprised to learn I was a famous yacht designer!"

This article supplied by Weston Farmer Associates, a reprint from *THE STEEL YACHT*.



## THE BRAS D'OR TENDER



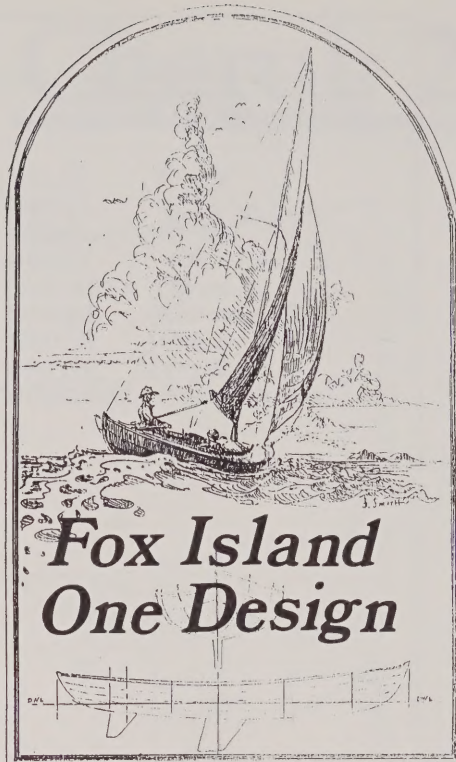
The BRAS D'OR TENDER has been molded from a 12 ft. wooden lapstraked rowing boat built nearly sixty years ago at the Alexander Graham Bell boat shop located at Beinn Breagh on the Bras d'Or Lakes in Baddeck, Nova Scotia.

In producing this boat in fiberglass, careful attention has been given to the quality of workmanship. Care has been taken to duplicate the original contours of the lapstrake planks in laying up the hull. The boat can be rowed by one or two persons, powered by outboard or sailed. Ease of maintenance combined with durability and quality of design make this tender a versatile and economical boat for the discerning small boating enthusiast.

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Geoff Heath and David Moyer of Vinalhaven, ME, launched the first of their Fox Island One Design sloops in May. The 22' ultralight glued lapstrake double-ender was designed for them by Joel White of Brooklin, ME, as a one design racer with weekender and cruiser-camper capabilities. It is unsinkable and self-righting with a 14' self-bailing platform between two watertight bulkheads located in each end of the boat. Stowage behind the bulkheads is provided with access through mahogany hatches. A low cuddy covers the forward 6' of the platform.

The glued high-density African mahogany lapstrake planking is fitted over laminated frames, floors and keel, all bonded with the W.E.S.T. (tm) epoxy system. Carbon fiber reinforcing is used appropriately and fasteners used are all silicon bronze. Finish is polyurethane paint over epoxy sealing

with the trim and coamings finished bright.

Spars are aluminum, standing rigging stainless steel, dacron sails are made by Gambell & Hunter of Camden, ME. Oars or an optional 2hp outboard provide auxiliary power.

Heath originated the whole idea, Geoff has, amongst other adventures, sailed solo along the Labrador coast in an 16' Wayfarer dinghy. His objective is to produce a modern high-performance craft built with wood in an elegant fashion. The first boat includes such detailing as handmade wooden cleats, dovetailed hatch coamings and hand-made five-pointed stars at the aft end of each coaming. While the boats will be uniformly constructed to satisfy a class specification, each will be custom built to order.

For further particulars, contact Moyer's Shop, Custom Boatbuilding, Vinalhaven, ME 04863, (207) 863-4358 or (207) 863-2126.



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# MENGER CAT

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David Menger is one of those guys who chucked the corporate world a dozen years ago to go back to what he did as a kid, messing around with boats. He became another small boatbuilder, working in fiberglass rather than wood. His pre-dropout career had included running a fiberglass fabrication facility so he was comfortable with this material.

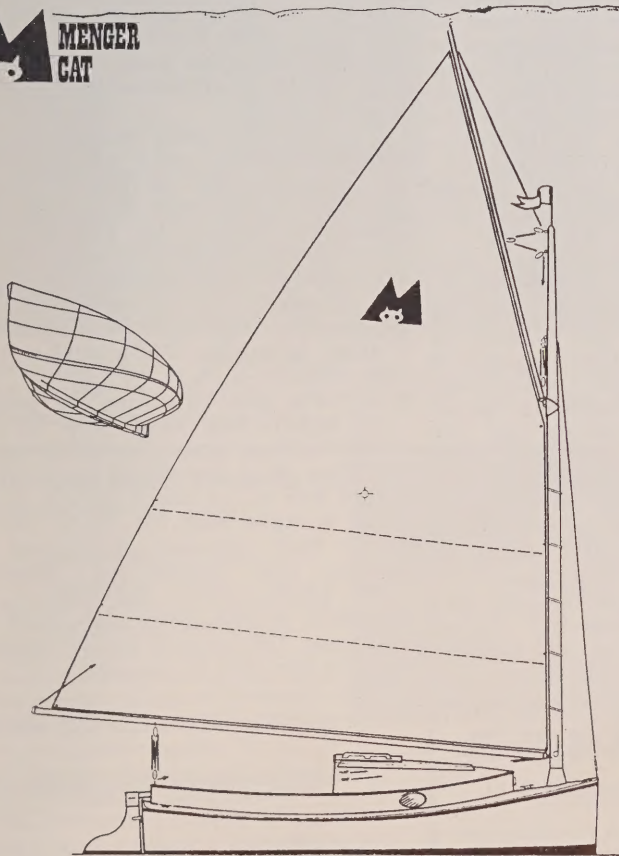
But his designs are traditional and have that look that grabs anyone who loves old timey boats. The Menger Cat is such a boat. On just

17' of length, with 8' of beam, Menger has provided accommodations comfortable for real people, the usual huge cockpit area for sunny summer sprawling, and lots of sail for light airs and good speed in fresher breezes.

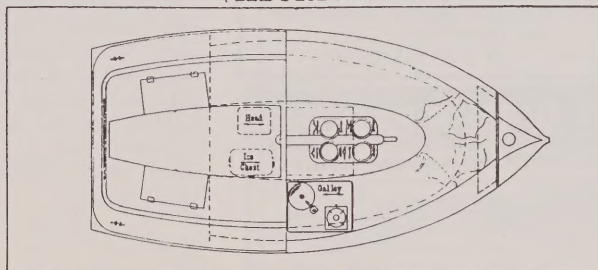
The hull is of white fiberglass with nonskid deck and cabin in tan. The aluminum spars are painted buff with two-part polyurethane. The mast is tapered and round in section. A 3/16" stainless steel forestay is the standing rigging. All the running rigging

leads to the cockpit. All deck hardware is bronze and exterior wood trim is teak. Below are two 10'6" bunks with 8' cushions, room for portable head and icebox, butcher block formica dropleaf table mounted on the centerboard trunk and lots of storage under bunks and cockpit seats.

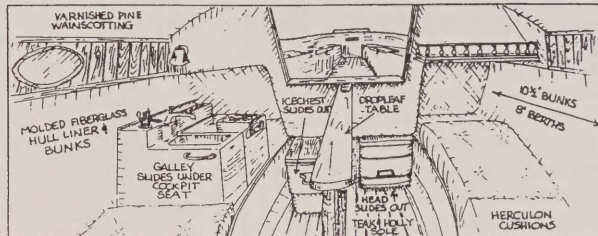
Menger's drawings give a better feeling for the boat. A brochure is available from Menger Enterprises, P.O. Box 141B, Babylon, NY 11702, (516) 587-4930.



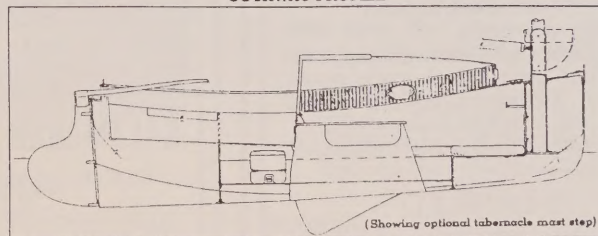
BIRD'S EYE VIEW



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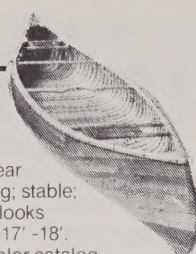


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# Paddling & Building with Mack



"Trussum Pond is my kind of place."

Mack McCarthy down in Sarasota, FL, has been busy building and paddling his canoes, and reports on all of this as follows:

"Spent two weeks up at Baltimore with family and went canoeing. I brought one of my WEE LASSIE canoes with me and spent a day on the C&O Canal. I really enjoyed it. I spent two more days down on the Eastern Shore near Salisbury at two really neat ponds, Trussum Pond and Trapp Pond. I had paddled both several years ago in the fall and found them just as fascinating in the spring. On weekdays I had them all to myself, joined only by the Canadian geese and their young.

My latest building: Just finished a replica of the SAIRY GAMP in cedar strip. Perhaps this is blasphemy to some but it sure is pretty to me. Weighs about 12 pounds and paddles well, but there's not enough freeboard for me to be comfortable fitting my 175 pounds aboard. A ten foot WEE LASSIE is about as small as I can go without dieting! I am going to stretch apart the molds for SAIRY GAMP some to see what I come up with.

I seem to be building and selling the smaller canoes, 14' or less, this year. Maybe it's because these are the ones I really enjoy. I

have a 12' Arkansas Traveler under construction right now and an old square stern Old Town to be restored, new decks, rails, keel, transom, etc. On the back burner I have a 26' rowing shell with 12" beam that weighs 25 pounds and comes apart into three sections for transport. All three sections are completed but not yet decked or rigged. I am hoping for some help on rigging from local oarsmen as I am totally uninformed in rowing a shell.

I have Mystic Seaport plans in hand for a ten meter sailing canoe. I look at them weekly. I know I should build one but then what would I do with it? I'm too old to sail one as it should be sailed, yet there's something about its sheer, sleek looks that attracts me. I expect the temptation will grow too great to resist, I'm a pushover for any pretty boat..

I'm still planning to produce my WEE LASSIE Newsletter. In fact, I've written about ten first drafts. I know what I want to say, but not just how to go about saying it. I'll get it right soon."

Mack operates as Feather Canoes, 1705 Andrea Pl., Sarasota, FL 33580, (813) 953-7660. WEE LASSIE or something else, he'd like to hear from you if you're interested in his sort of canoes.

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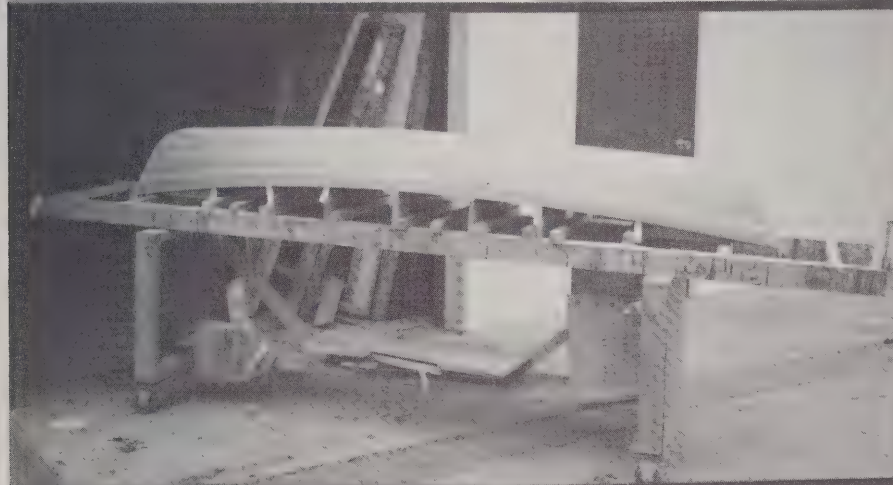
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A blustery day on San Francisco Bay.

Going for it first, later on it's celebration time.



## *Sirens go to San Francisco*

During May several teams of rowers from New England journeyed to San Francisco for the big Monomoy surfboat races held on the famous bay there. Big meant 36 Monomoy surfboats on the starting line! Amongst those who travelled from here were the Sirens from Gloucester, MA. Siren Terry Rubin supplied these photos of our local all-woman team in action.

The visiting crews were provided boats by the organizers, obviously one does not fly a Monomoy surfboat to California. The Sirens have often practiced in a Monomoy in Boston owned by the U.S. Coast Guard so they were familiar with the boat. The loaners were traditional wooden versions, but the visiting crews soon learned that the serious Monomoy crews in San Francisco were using \$20,000 hi-tech fiberglass versions of the famed old lifesaving boat, sponsored by Bay area firms. This is a MAJOR EVENT out there.

Terry reported that they had a grand time on the long weekend visit and placed 3rd in the women's division only a few seconds off the winning time in the blustery choppy conditions prevalent on the Bay.



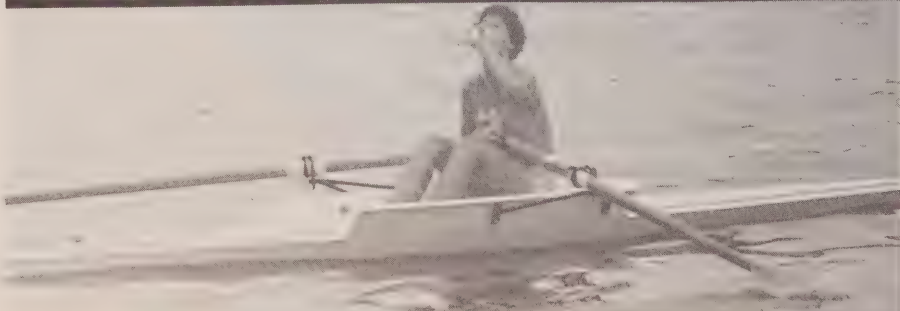
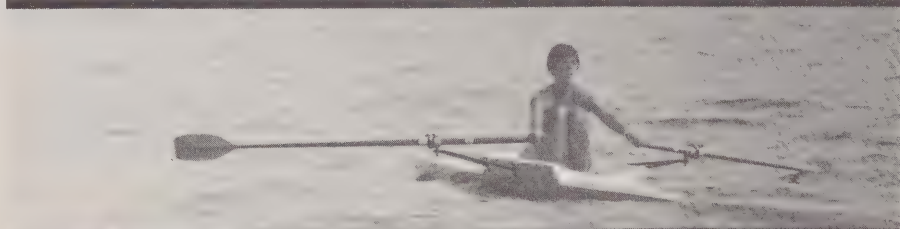
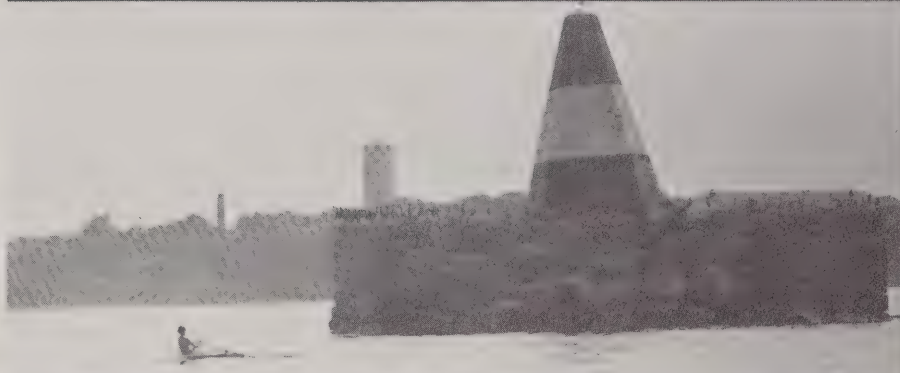
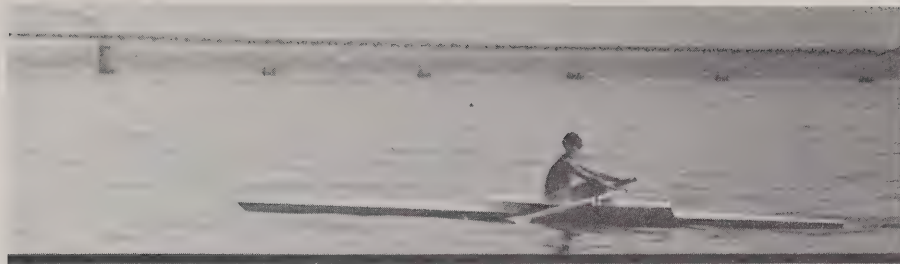
# The Ship Channel Sprint

By the time she had reached the beacon off the north end of Gallops Island, it was apparent that nobody was going to catch Ann Mayer before she reached the finish of the 1987 Ship Channel Sprint rowing race down Boston Harbor to Hull. With just two of the race's eight miles to go, Ann was so far ahead in her Small Craft Vancouver shell that the only boat which appeared to be moving faster, the Little River Double of Richard Gonzi and Scott Thornburn would not be able to overcome the handicap they had acquired when they had to go ashore earlier in the race to bail out the water taken aboard from large wakes in Boston's inner harbor. Oscar Huygens in an Alden was closest to Ann but was not gaining on her, maybe even losing. And so it transpired that a woman set fastest time in this gruelling eight mile row down Boston Harbor's old ship channel.

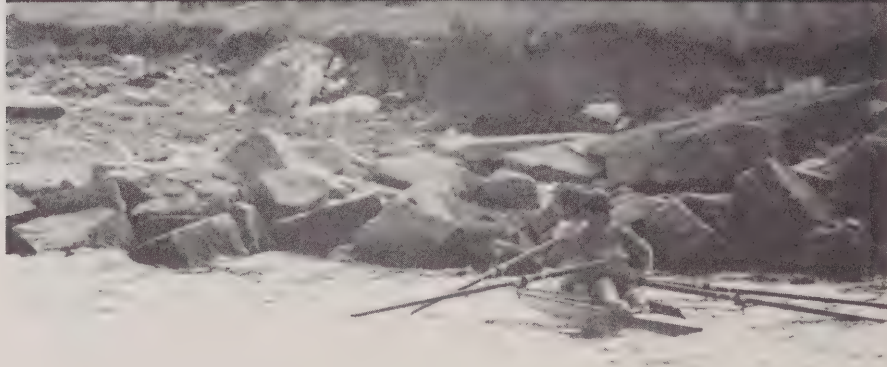
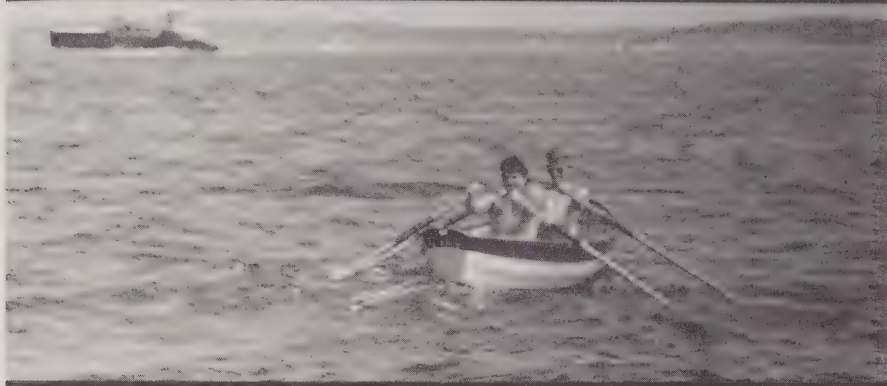
This year there were changes. The event started at the U.S.S. CONSTITUTION in Charlestown and finished at Hull, the reverse of other years. And, it was held on Wednesday, July 1st, as the opening event in Boston's Harborfest Weekend. The 3 p.m. starting time caught the outgoing tide for a "downhill" trip all the way to George's Island. There, the turn towards Hull meant heading "up-hill" against the outgoing tide with the final few hundred yards through Hull Gut and its by now 4 or 5 knot current.

The Wednesday scheduling may have been good for Harborfest but it wasn't so good for participant entry, with a dozen recreational shells and just four traditional boats making up the total entry. Half the shells sported the bright orange shirts of the Harbor Rowing Club, one of them being Ann Mayer. This club is located on Fort Point Channel in downtown Boston, sports 120 members and has a fleet of 20 sliding seat rowing shells.

The methodical Ann Mayer moves on to Hull, past the Long Island bridge, the Gallops Island beacon, the George's Island fort, and on past the beach at Windmill Point. Nobody even close!







The four traditional boats included Jon Aborn's Piscataqua River Wherry, the two 38' French Gigs, LIBERTE' and EGALITE' crewed by a Hull Lifesaving Museum crew and a National Park Service crew, and a leaky old Race Point surfboat with organizer Ed McCabe at the helm and selected Hull oarsmen on the six oars. The traditional boats started four minutes ahead of the shells. It was a mild windless day with little recreational boat traffic, only commercial craft. The wakes from some of these created the only waves to contend with.

McCabe's boat took the lead with Aborn "drafting" him to take advantage of the wind and water breaking action of the bigger boat. But soon, Jon moved ahead and was not overtaken by the faster shells until they reached Castle Island, almost three miles down the course. Just about the time the double of Richards and Scott took the lead, they took on another large wake and abruptly turned right to go ashore on Castle Island to bail the boat. Aborn's new lead was briefly held though, for the bright yellow shell of Ann Mayer then overtook him, and she continued to pull steadily ahead. Several Aldens then overtook Aborn and it became a race for sliding seat boats.

The benign conditions were all in their favor, once past Castle Island, the boat wakes were pretty much absent, and Mayer stroked steadily on pulling away along Long Island and out to the turn down the old ship channel between Gallops, Georges and Lovell's islands. No wind, no waves, ideal conditions.

The finish created drama, for here it was necessary to row in tight to the beach on Windmill Point to reduce the adverse current sluicing out the Gut to a minimum. Rounding the final small point a few hundred feet from the finish was through a very turbulent area with standing waves and it was here that the Race Point six almost overtook the LIBERTE' ten. The LIBERTE' had finally overtaken the McCabe effort as his boat filled with water and got heavier and heavier. Constant bailing kept it afloat but sluggish. At the end, the smaller craft made a desperate run at the big gig, rounding the last point, bailing abandoned. The gig got broadside to the current and lost way, the Race Point boat closed up inside and right under

Battle for the lead as the Aborn Wherry overtakes the Race Point Surfboat and enjoys the lead for a while. Then the Gonzi/Thornburn Little River Shell soon takes over, only to head ashore to bail out after one too many wakes splashed aboard.



the eyes of the assembled multitude of home town fans in Hull, it was a mad thrash to the line, the LIBERTE' holding barely a length lead. After 8 miles of slogging!

Ann Mayer had thought all along that the double had been ahead of her, so far that she'd not been able to see them. She couldn't see them because they were so far behind. The several minutes spent detouring and bailing cost them a half mile or more, a distance they couldn't overcome. They finished over 3 minutes behind Ann.

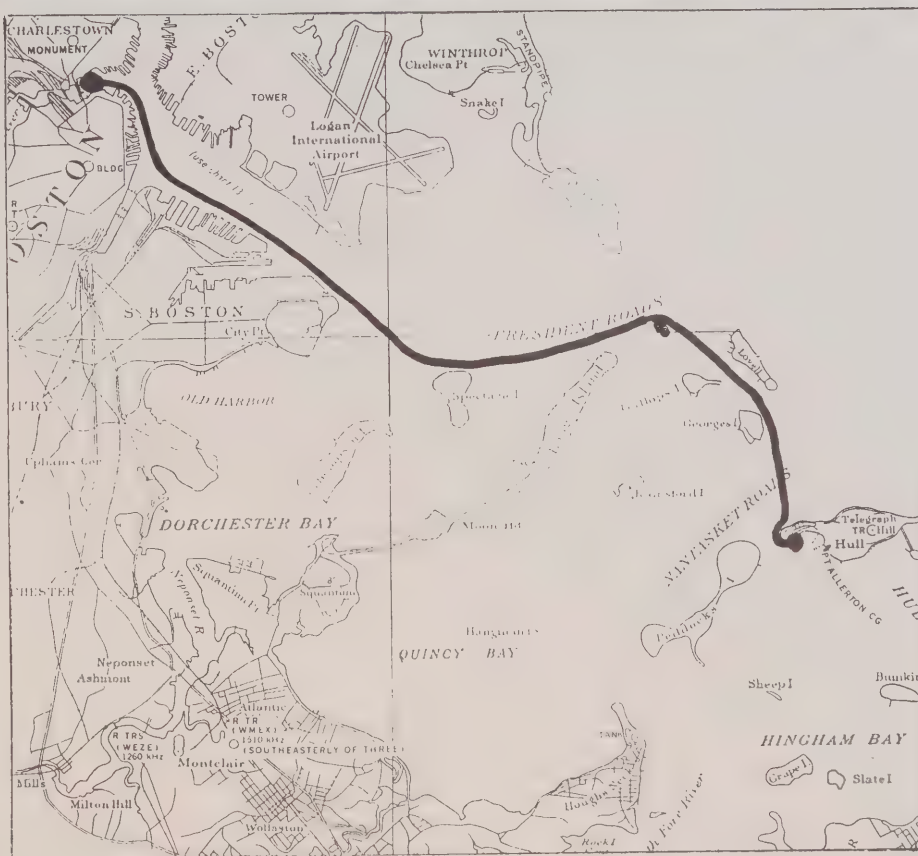
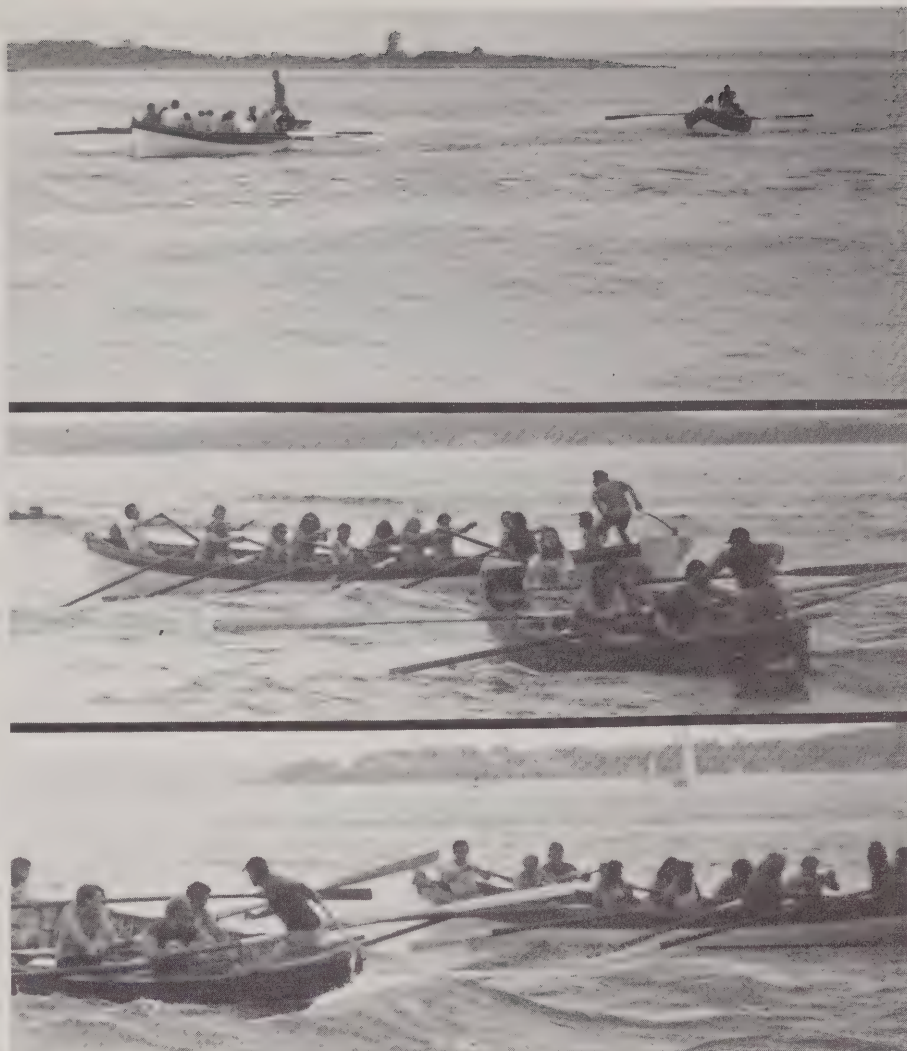
So who was this smooth stroking young woman? Someone from some college women's crew? No. Ann Mayer decided two months ago to try rowing, she'd done competitive sailing in Lasers, taught sailing, and gone into windsurfing. Rowing looked interesting. She joined the Harbor Rowing Club, took their introductory course in sliding seat rowing, and here, 8 weeks later, wins the first race she ever entered! The wakes had given her some trouble too. "I lost both my footbraces in one wake, and the seat fell off the track too," she told us. Unflappable despite this, she got reorganized and stroked on. From our vantage point in the "point boat", it appeared that Ann never varied her stroke rate right to the finish, with only a couple of breaks for water and dealing with the wakes.

As McCabe was announcing the winners, the sweep boat, a big motor cruiser, appeared around the point following the final finisher in, the other woman entrant from the HRC, Cathy Cugini. She was in her first ever race also, after barely a month's experience. She got a big round of applause for grit in persevering when she could have accepted a lift from the sweep boat all alone way back there. But she didn't quit and the crowd seemed to sense this. "I was going to go all the way, no matter what," she told us afterwards. No matter what included badly blistered hands. She'd be taking the night off from her job as a waitress at Durgin Park.

Making the Ship Channel Sprint part of Harborfest was a nice idea from the publicity standpoint, but it really hurt attendance. Jon Aborn put it this way, "The self-employed and the unemployed get to race on a Wednesday." But, downtown Boston people who could get an afternoon off found their way in also.

The photo finish at Hull between the Race Point Surfboat (nearest) and the Gig LIBERTE' as the Race Point boat makes a last ditch come-from-behind dash. They didn't quite make it

Overleaf Centerspread. Would you believe? Outer Boston Harbor on a summer Wednesday afternoon.













I was in Boston on the day indicated, Saturday, July 3, and found the sloop, which was moored on the north side of Long Wharf.

The Professor was on board, in a state of keen impatience, accompanied by his friend Tufts, the aquarium stocker of Swampscott, to which port we had decided first to direct our course, to make certain necessary arrangements. The lines were cast off as soon as I touched her deck, and in a few minutes she was going with wind and tide down Boston Harbor, accompanied by a crowd of other craft, of all classes and dimensions, including two or three steamers bound for Baltimore and Philadelphia.

We had gone but five or six miles when the breeze died away and we threw over a cod-line, baited with a clam, in hope of catching something for supper. But we pulled up only a seaweed, consisting of a long, cylindrical, hollow stem, gradually expanding into a leaf some ten inches in breadth. This plant is called by our fishermen and sailors the "Devil's-Apron." Clinging to roots of this weed was a horse-muscle, as large as a man's hand, which, together with small pebbles, had served as an anchor to keep it at the bottom.

The Professor grasped with avidity the roots of the weed. After looking at it attentively a few minutes, he pointed out to me about a dozen snake-armed starfish wound around the tendrils of the roots.

"This species," he said, "is found only in deep water, and can only be got by dredging. It consists, you will observe, of a small central disk of about the size of a ten-cent piece, and five long, slender, spiny arms, which twine like serpents among the roots of the sea-weed. They are often very brilliant, and beautifully variegated in color. Most commonly the disk is red, with a pentagonal white spot in the middle, while the arms are ringed with red and brown."

The Professor next pointed out upon the dripping mass something that looked like a large drop of blood. This, he said, was an ascidian. These ascidians depend for food on what the water floats into their mouths. They pass their old age in a quiet, sedentary way, attached to sea-plants, from which they never separate except by force. In youth, on the contrary, while in the tadpole state, they



## CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858,

Permission to bring you this interesting serial has been given by the publisher, New Hampshire Publishing Company, Somersworth, NH.

are continually swimming about till they find a place in which to fix their permanent abode, when the tail of the tadpole disappears and the creature assumes its proper form and leads its proper life.

We found about twenty species of marine animals, and several marine plants besides, on this one piece of seaweed, accidentally pulled from the bottom.

The wind was so light that at 8 p.m. we were only ten miles from Boston, off Nahant. A thick fog coming in from the ocean shut out everything from view. We stood on, however, through a heavy rolling sea, which our Pilot, as we called Captain Widger, said was caused by the fog, though he could not tell why. The Nahant steamboat, the Nelly Baker, was also caught in the fog, and was blowing a horn at intervals of three or four minutes, and was answered by a horn on shore to direct her to the landing-place. Presently we heard the breakers on Nahant Point, and hauling up to the northward, we soon saw the red light on Egg Rock feebly glimmering through the gloom before us at no great distance. We slowly passed close to the rock, of whose light we lost sight when we were





At midnight he was relieved by the Skipper, and with the first dawn of morning the anchor was raised, and with a light breeze the sloop slowly moved in to her moorings near the shore of Swampscott.



VIEW FROM SOUTH BOSTON

### 3

#### *THE GUNNER THE SCULPIN A SCIENTIFIC SHOEMAKER*

about an eighth of a mile from it, so dense was the fog; and soon after 9 p.m., the wind ceasing entirely, we came to anchor in the bay of Swampscott, about a mile from the shore, in six fathoms of water.

We could see nothing and hear nothing but the roar of the breakers on Egg Rock and the rocky headland near the Ocean House. The sloop lay in the trough of the sea. The Professor, in spite of the seasoning of his four years' voyage round the world, and of many other cruises, began to feel internal qualms as the vessel pitched about, and presently turned in, protesting that in all his voyagings he had never experienced a more detestable specimen of the "doldrums" than that in which we now lay. I, too, for the first time in my life, felt slightly sea-sick, and also turned in.

The sloop's cabin contained four berths, two on each side. The Professor and myself took one side, the two seamen turned in on the other, while Mr. Tufts kept watch on deck, as there was some reason to fear that the sloop might drift, the only anchor we had ready for use being a small one.

The Fourth of July morning opened with unwonted stillness. Nothing could be heard in the fog but the light washing of the waves against the sides of the sloop, and the low roar of the surf breaking on Nahant and the rocky shore of the mainland.

About six o'clock the Pilot arranged an iron stove on deck, just in front of the cabin door, and began preparations for breakfast. His first preparation, which, throughout the cruise, he never neglected, was slowly to fill and light a short black pipe, with which stuck in his mouth, he went about the more direct duties of getting ready the meal, such as cutting up kindlings and bringing forth charcoal from the dim recesses of the forepeak.

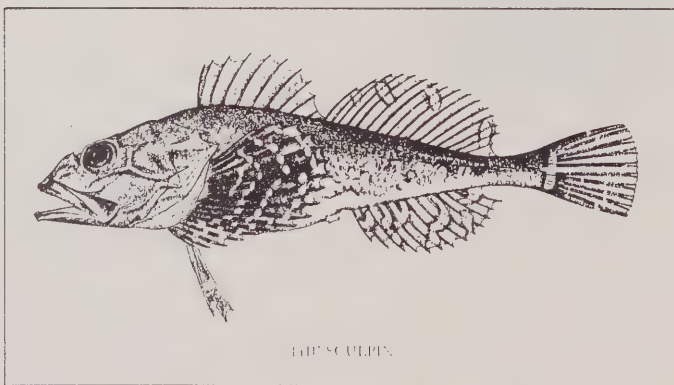
Presently he suggested that we had better have some fish for breakfast, and directed me to bait with clams, of which we had a pailful on board. I reminded him that it was the Sabbath. He replied, with due gravity, that fishing for food on the Sabbath was perfectly lawful. He would not fish for gain or for sport on that day, but if we wanted fish for breakfast we might take them with a clear conscience. Perceiving this to be orthodox doctrine, I baited and dropped a line over the side, letting it go to the bottom.



In a quarter of an hour I had caught a dozen cunners, enough for breakfast. They are a species of perch, the sea-perch, but the fishermen of this region call them indifferently cunners or nippers. The dozen that I caught that morning varied greatly in size and color. They were from five to ten inches in length, and in color no two were exactly alike. The general color was black mixed with brown, with faint transverse bars of an uncertain dusky hue. One or two of the largest exhibited a light orange tint, with the head and gill-covers of a chocolate brown, and with blue fins. They are prepared for the table by stripping the skin off entirely, leaving the flesh white and delicate. I found them very good eating.

Beside the cunners, I caught a cod weighing a pound and a half, which went with them into the frying-pan. The Professor was engaged in catching jelly-fish with a hand-net, as they floated past the sloop; but, on seeing the cod, he dropped his net, baited a large hook heavily with clams, and flung it overboard. In a moment he had a bite, and, pulling vigorously, drew up a large sculpin. For the benefit of my inland readers, I will try to describe this monster, who, if his size were commensurate with his ugliness, would be the most frightful of created things. The specimen we caught was about twelve inches long, with a big, thick head, an immense mouth, great staring goggle eyes, and with about fifty spines and tubercles scattered over him, chiefly on his head.

The sculpin is a lazy rascal, and spends his time chiefly in lying on the bottom, with his fins spread, waiting till food is brought within his reach. He



eats everything that is edible, and will therefore bite at any bait. He is very easily caught, and comes to the surface unresistingly, gasping with his great mouth and staring with his goggle eyes. He is generally put to death, or badly hurt, before being flung back into the water, in order to keep him from biting again at the hook. On this occasion the Professor sought to induce the Pilot to cook the crea-

ture, assuring him that he would find it not bad eating. The Pilot was deaf to the suggestion, and, after knocking the sculpin's head two or three times against the side of the vessel, threw it overboard.

Our breakfast was of fried fish, boiled eggs, "hard tack" — as the sailors term crackers and biscuit, in distinction from loaf bread, which they call "soft tack" — and coffee, which we drank from large yellow mugs. After breakfast, about nine o'clock, the fog lifted.

The village of Swampscott, with its small white fishing-houses lining the shore of the shallow bay, which is no harbor, but only a barely perceptible indentation in the coast, shone out in the sunshine, backed by lovely green hills, their wooded slopes dotted by cottages and villas. Nahant, with its beaches and cliffs, crowned by its immense, fantastic-looking hotel, jutted far into the sea on our left, while to the right the surf was lazily breaking, glancing and flashing against the rocky point on which stands the Ocean House and its accompanying buildings. Behind us towered Egg Rock, with a white lighthouse perched on its narrow summit, and whiter waves foaming around its base.

We lay moored amid a fleet of picturesque fishing-vessels, about twenty in number, most of them schooners. They are called jiggers by the fishermen. The number of jiggers owned in Swampscott is twenty-five, and they are manned by upward of two hundred men. There are besides sixty or seventy dories employed in fishing, each worked by one man.

Mr. Tufts had come on board while we were at breakfast, and wishing to see his aquariums I went ashore with him in his dory. We landed on a beach in front of his shop, which is almost at the water's edge, and I spent half an hour very agreeably in examining his tanks, of which he had several in fine condition. Mr. Tufts is a shoemaker, with no more education from schools than every boy in Massachusetts receives. He has educated himself by books and observation in natural history, till he has become in his specialty — marine zoology — a very intelligent naturalist. For a year or two past he has devoted himself to collecting and selling materials for stocking aquariums. To those who ordered from him he sent a keg or barrel of sea-water, and a box of two compartments — one containing the seaweed and some of the animals, the other containing the more delicate animals in a bottle or jar.

To Be Continued



# OLE BOTTS

Illustrations by Carl Erickson





### BOBCAT CATBOAT

Ralph Ellis, Rt. 87, #384, Columbia, CT 06237, (203) 228-3178 eves.

Harold Downing, 2993 Montavesta Rd., Lexington, KY 40502.

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Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

### CAPE COD FROSTY • BOLGER NYMPH

Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806.

### CAPE COD FROSTY \* GYPSY \* 15' CANOES \* 17' KAYAK

Bill Howard, 225 Boston Rd., Springfield, MA 01109.

### CAPE COD FROSTY • VITA DINGHY CLARK CRAFT PRAM

John Gzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

### COLD MOLD SHEATHING

Al Butler, 17 Cononchet Tr., E. Greenwich, RI 02818, is undertaking to sheath his 26' carvel schooner using 1/8" cedar and WEST System (tm) epoxy.

### DIABLO

Carl Atwood, 1032 Pleasant St., Bridgewater, MA 02324.

### DODGE 16' RUNABOUT, CHRIS CRAFT 19' RUNABOUT

Don Farnsworth, China, ME 04926-0013, (207) 968-2932.

### GLEN L 15 SLOOP

David Wilde, Karmre-Choling, Barnet, VT 05821

## Registry of Projects

Six times a year (every 4th issue) this column will appear listing all boat projects readers care to submit with willingness to communicate directly with other readers who may subsequently inquire for advice or information on similar projects. The next listing will be in the October 1st issue, deadline for listing is September 1st.

New additions to the Registry of Projects this issue are the following:

Don Betts of Brooklyn, NY has several boats he's built. His 16'5"x20" ultralight sea kayak is of occume plywood, glass and epoxy with spruce/kevlar ribs, oak knees and a dacron deck and weighs about 25 pounds. He also has a pair of nesting canoes at 12' and 10'4" and a 16' V-bottom sailing skiff, hard chine, of 1/8" plywood with foam core. Don's at 87 Luquer St., Brooklyn, NY 11231, (718) 643-1688 days, (718) 855-3659 eves.

Dave Richter of Holyoke, MA, has built a Bolger Tortoise, Cape Cod Frosty and an 8' Aqua Duck from MECHANICS ILLUSTRATED, November 1977. Dave says he enjoys any small hand crafted boats. Dave's at 115 Lincoln St., Holyoke, MA 01040, (413) 532-1380.

### GYPSY

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

### NEWPORT 27 SLOOP

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

### NUTSHELL PRAM

Ralph Kimball, 55 Maple St., Paxton, MA 01612.

Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291.

### OARMASTERS IN AN OLDER SHELL

John Stratton, CROPC, 18 Riverside Ave., Old Saybrook, CT 06475.

### OLD TOWN WHITE CAP SLOOP

Randy Morse, 389 Pako Ave., Keene, NH 03431.

### OWENS 21' O/B CRUISER

Chuck Schmitt, 41 Highfield Rd., Glen Cove, NY 11542.

### ROWING/SAILING 21' WEEKENDER

Richard Damon, 139C Escondido Village, Stanford, CA 94305.

### SNOWSHOE CANOE

Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635.

### STRIPPER CANOE

Bob Humble, 50N Bergen Pl. 3B, Freeport, NY 11520.

### TRAPEZE DINGHY

Jim Trick, Jim's Boat Shop, 310 Oak Terrace, Moberly, MO 65270, (816) 263-8344.

### E.M. WHITE 15' RUNABOUT, THOMPSON 14' RUNABOUT, FLAT BOTTOM 11' SKIFF PLANS

Robert Wadon, 83 Oak St., Randolph, MA 02368.

### WISCASSET DINGHY

Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.

## Build a BOBCAT

Dynamite Payson tells us that his new "Instant Catboat", the BOBCAT, has been one of his most popular instant boat plans to date. For \$35 you get all the information you need to build this "tack and tape" plywood design based on the traditional Beetle Cat in size and concept. To go along with the plans, if you want more detailed advice on building this boat, International Marine Publishing has it all in a 44 page, 8.5"x11" heavily illustrated softcover book, BUILD THE INSTANT CATBOAT. While the book has reduced views of the building plans, which can be used, the purchase of the full size set is not costly for the ease of using them they provide.

In the book, Dynamite takes

you step by step along the entire building process, with many close-up photos of detail work and drawings of important dimensions and parts. He starts off by detailing how to build a model from the plans to familiarize yourself with what you'll be getting into. From there he goes on in his easy reading style and you cannot help but feel comfortable about the job ahead.

Characterized as "A You Don't Have to be an Expert Book", BUILD THE INSTANT CATBOAT sells for \$9.95 from International Marine Publishing, 21 Elm St., Camden, ME 04843. The plans are available for \$35 from Dynamite Payson at Pleasant Beach Rd., South Thomaston, ME 04858.





# A nother DK-13 Done

John Grzywinski and his son, Gary, have completed their DK-13 kayak that was one of those featured in our article on this boat in the July 1st issue. They report the following further observations upon completion of the project.

The final weight came in at 40 pounds due to using the 1/4" plywood instead of the specified 1/8" material. Total cost of all materials came to \$44.86. The boat is finished off with two coats of undercoat on hull and deck followed with two coats of Petit Kelley Green on the hull, two coats of Petit Sandtone on the deck, three coats of polyurethane on the coaming and interior. They purchased a Mitchell paddle.

John says that Gary is very pleased with his accomplishment building the DK-13 and has taken to the sport with much energy. He's already observed more wildlife in his DK-13 than in all 12 years he's been sailing.

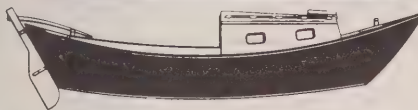
John and Gary are available for discussion on building this boat to interested potential builders, they're at 62 Missal Ave., Bristol, CT 06010.



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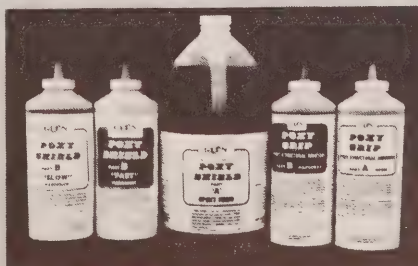
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# ANNOUNCEMENTS

## HUDSON RIVER HISTORY CRUISE

The New England Steamship Company has organized a four-day cruise from Narragansett Bay down Long Island Sound and up the Hudson River as far as Rondout Creek in Kingston on the MV CARIBBEAN PRINCE. The focus is historical in nature. Details from New England Steamship Company at (401) 421-4959 or (617) 838-2502.

## GOVERNOR'S CUP REGATTA

The Connecticut River Museum will host the Governor's Cup Regatta on the weekend of September 12th and 13th in the Essex, CT, area. Featured events will be races off Saybrook Point for traditional wooden vessels over 25' and in Essex harbor for smaller traditional craft. A Sunday morning parade downriver is also planned. Details from the Connecticut River Foundation at (203) 767-8269.

## SHORT SHIPS RACE

Bill Gribbel announces that his annual Short Ships Race at Rockport, ME, will be held this year on August 30th at the Rockport Marine Park. Skippers' meeting is at 8 a.m. The race is open to traditional and competition pulling boats, kayaks and canoes. Bill Gribbel, Box 45, Rockport, ME 04656, (207) 236-3241.

## MYSTIC SEAPORT HISTORY SYMPOSIUM

November 6th and 7th are the dates for Mystic Seaport's annual Southern New England Maritime History Symposium. Featured this year will be presentations on transatlantic steam packets and steamships, schooner captain interviews from the '30's, schooner coal barges, local shipwrecks and coasting schooners. Registration information is available from the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355-0990.

## OLD IRONSIDE'S BIRTHDAY

The U.S.S. CONSTITUTION will celebrate her 200th birthday on September 17th, with much special ceremony planned, including a 21 gun salute to be fired from her cannon out in Boston Harbor. We'll have more on this as the time draws nigh. If you haven't been to see OLD IRONSIDES at the Constitution National Park in Charlestown, MA, you owe yourself the visit, along with the nearby Constitution Museum. There's much going on at this growing National Park facility.

## BLACKBURN CHALLENGE AUGUST 30

The Cape Ann Rowing Club will host its major event of the summer on August 29th, the First Blackburn Challenge. All rowing craft are welcome to take the Challenge, with a starting point at St. Peter's Square in Gloucester and a finish some 26 miles later at Head of the Harbor in Gloucester. Special recognition will be given to all finishers and the first boat in the following classes: Fixed seat single, fixed seat double, sliding seat single, sliding seat double, multi-seat craft.

Pre-entry is \$12 (\$15 post entry day of event) per person. This includes a sportsman's breakfast at 6 a.m. at the Blackburn Tavern in Gloucester, where final registration, instructions and other information will be available. At 7:30 a.m. an in-the-water start will be escorted through the Blynman cut bridge by the Coast Guard. Entrants will be encouraged to row as far as possible before sundown at 7:24 p.m.

A reception "shark roast" and party will follow the race at Three Lantern Ship Supply Dock. The dinner fee is included in the entry fee. Non-participants may purchase breakfast and dinner tickets (\$4/\$8). For applications and information, call (617) 281-4630.

## NEW YORK BUILDERS GET TOGETHER

Don Betts, a Brooklyn, NY, boatbuilder, is interested in contacting any other small boatbuilders (amateur or professional) in the greater New York City area to get acquainted, have a get together perhaps on the water, or perhaps locate workspace. Don's at (718) 643-1688 days, (718) 855-3659 eves.

## HISTORIC ROWING BOOK

Columbia Trading Company of Suffern, NY, listed in their latest Book Catalog #14 a unique volume entitled, ROWING & PUNTING, by Rowe, Pitman, and others, published in 1901 in London. The 351 page book has 74 illustrations and 4 maps and includes an incredible amount of information about rowing and sculling in fixed seat and sliding seat boats of the turn of the century. The price is \$50. Columbia Trading Company, (914) 368-3078.

## MAINE MARITIME MUSEUM

Late additions to MMM's summer programs include the following lectures in August. All are at 7:30-9p.m. at the Percy & Small Shipyard and are \$2 for non-members unless noted otherwise.

AUGUST 4. Famous Power Yachts 1890-1930 by Roger Willcock.

AUGUST 11. Lobsterboats, Their Evolution & Construction by Arno Day (free).

Shipyard Manager John Burke also announces that the DIRIGO, a 38 passenger diesel powered craft that daily carries visitors on rides up the Kennebec River, is available for group or individual charter tours at certain times. Details from John at (207) 442-7401.

## ACA CANOE SAILING SCHEDULE

Late arrival here is the 1987 ACA Canoe Sailing Calendar. For August the following are scheduled:

AUGUST 2-8. Sugar Island National Encampment at Cananogue, Ontario, Canada. Bob Blomquist, (301) 788-4585.

AUGUST 5 (and every Wednesday evening through September). Sailing evenings at the Sebago Canoe Club, Brooklyn, NY.

AUGUST 9. George Service Trophy Class C Race, Sebago Canoe Club, Brooklyn, NY.

AUGUST 16. Atlantic Division Class C Championships, Sebago Canoe Club, Brooklyn, NY.

Sebago Canoe Club information from Duncan Mooney, (718) 996-8461.

## SUCH A PLEASURE

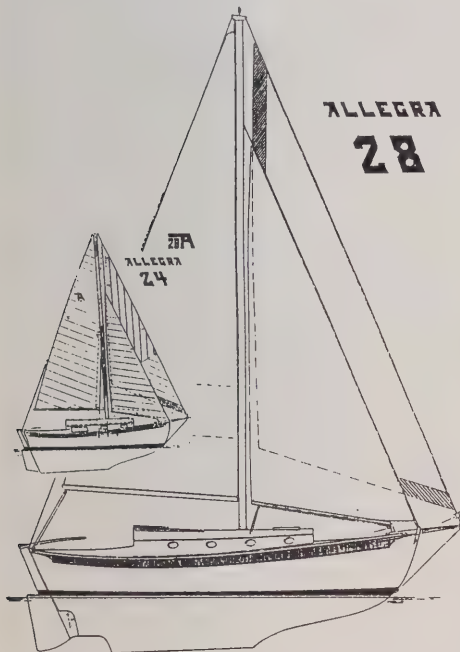
It's such a pleasure, isn't it, to open up a packet of boat plans for a craft you can make and enjoy. Boats are such damn pretty things. I remember what a thrill it was to come upon an old decaying duckboat many years ago. It was just lying sunken there, rotting away, in a tiny brook. Just those curves of the hull and the decks seen suddenly and unexpectedly, wow! Some of the appeal of small boat building is that it's cheap. Well, let's continue to delude ourselves that this is so. Some of us are, well, frugal. How often is it said by someone describing how he built ESMERELDA, "...so I used this piece of solid teak plank I picked up on the beach years ago."

Earl Goodale, Milton, NH.



## LOOKING FOR BUILDERS

Fred Bingham is a California designer who offers plans for two compact cruising sailboats, the ALLEGRA 24 and 28, for amateur or professional builders. Fred says he gets inquiries from potential owners in the northeast who would like to have their choice built, in whole or in part, by a local builder. So, he's looking for some builders in New England, New York, New Jersey and around the Chesapeake, who might be interested in taking referrals from him on building either boat at moderate cost in Airex or C-Flex, either complete boats, or bare hulls or partly completed hulls. Plans sold to prospective owners can be converted into building contracts for the right shop, according to Fred. He can be reached at Fred P. Bingham Yacht Design, 861 Front st., Apt. B, Grover City, CA 93433.

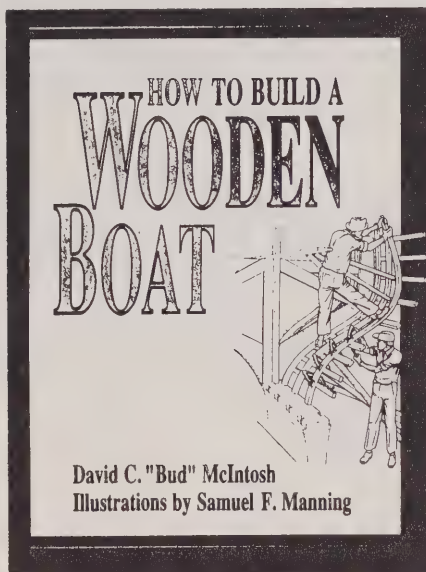


## HOW TO BUILD A WOODEN BOAT

Yes, another book on this topic. But, this one is written by Bud McIntosh of Dover, NH, a veteran of a lifetime of building wooden boats in the traditional manner. Bud's been doing a long running series on the subject in WOODEN BOAT magazine, and that series, expanded and indexed, forms this new book, published by, you guessed it, Wooden Boat Publications.

McIntosh's comment on the subject is, "You can, if you want to badly enough, gather a few hand tools and shape from wood a thing of perfect beauty, a wooden boat. I can, if you will stay with me patiently, explain to you how I, and therefore you, can set up, frame, plank and deck such a boat. It will be your own boat and you'll get from it a continuing emotional experience almost unique in this modern world."

The 264 page, 8.5"x11" hardcover book includes 210 illustrations by Sam Manning, and is \$36 from Wooden Boat Publications, Box 78, Brooklin, ME 04616.



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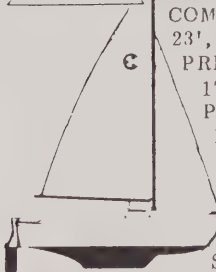
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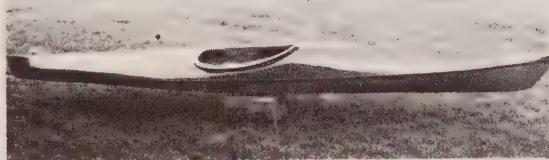
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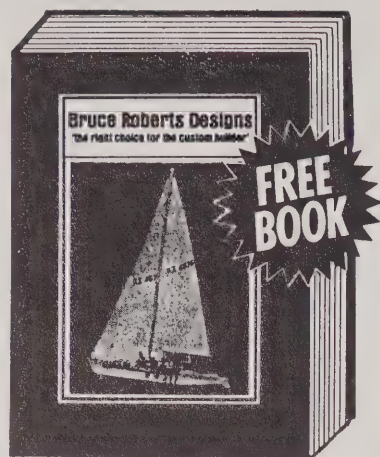


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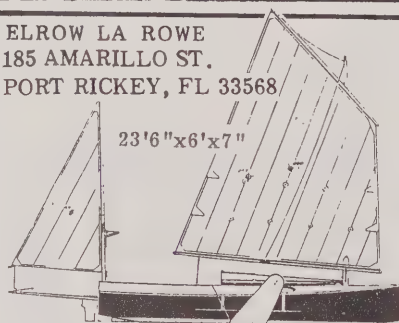




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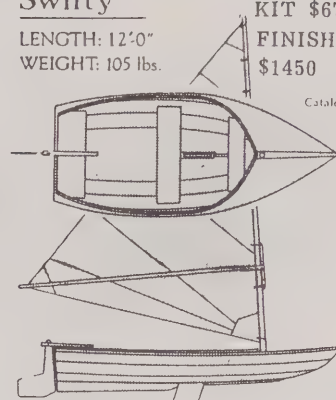
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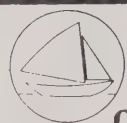
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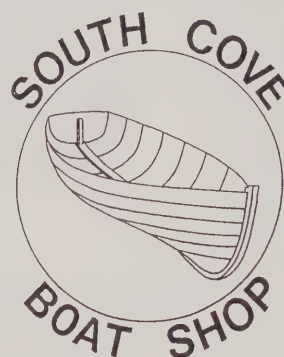
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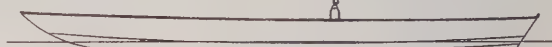


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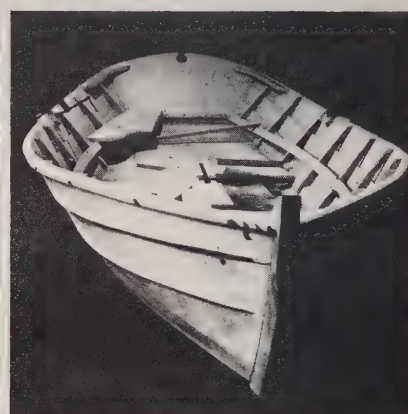
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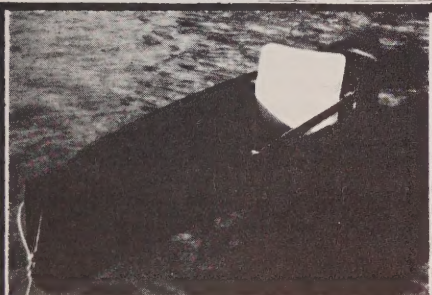
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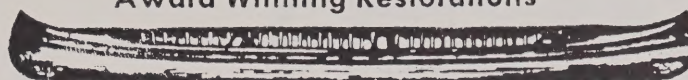
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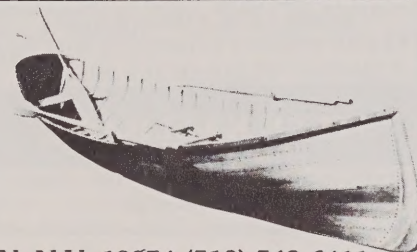
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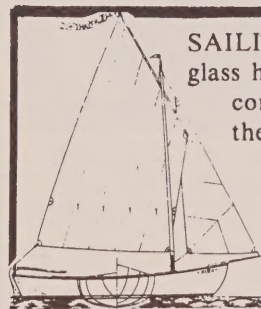
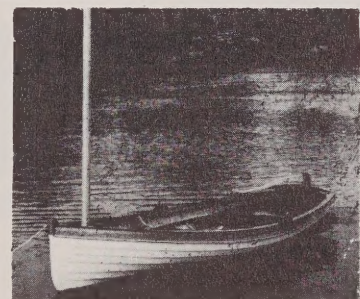
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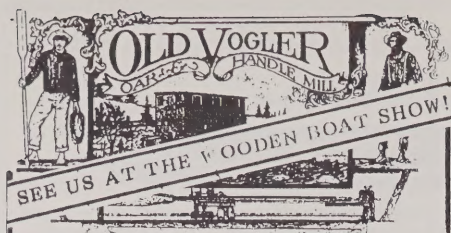
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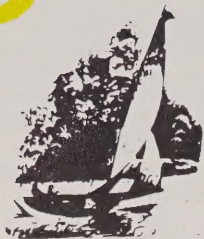
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